

Aviation Financial Plan



Executive Summary



Executive Summary

City Council provided direction to the aviation division to become a self-sufficient entity to cover all capital and operating costs associated with the aviation enterprise fund. Working closely with the City's Financial Services Department, the Airport Advisory Commission, the Arizona Business Aviation Association, and Airport/Airpark users, in order to comply with the Council's request, the aviation division proposed the following changes to the current rates and fees associated with the aviation enterprise fund. An Aviation Fund Five Year Financial Forecast (Appendix I) provides a complete breakdown of all operating and capital expenditures, and key assumptions.

Airport Minimum Operating Standard - Fixed Base Operator Services

After reviewing the current minimum operating standard and following several discussions with the fixed base operators (Corporate Jets, Inc. and Executive Aircraft Services), the following modifications are proposed:

- ➔ Add an additional \$0.01 per gallon fuel flowage fee.
- ➔ Pay the greater of the fuel flowage fee or percentage of gross/flat fees for services outlined in Article 7 of the Airport Minimum Operating Standards.
- ➔ Estimated additional annual revenue - \$50,000

Airport/Airpark Rates and Fees Schedule – Transient Landing Fee

After contacting several airports and working with the American Association of Airport Executives (AAAE), aviation staff reviewed the 1999-2000 and 2000-2001 AAAE Airport Rates and Charges Study and came to the conclusion that in order to primarily recover the capital expenditures, the City would have to implement a landing fee to the transient operators utilizing the Airport. Currently, the based users are being charge various fees including, business permit fees, parking fees, and airpark access fees as approved in the regulatory re-write process adopted in 1999.

A transient landing fee is not uncommon at the larger airports and commercial service airports throughout the country. Due to the anticipated reduction of grant funding from federal and state authorities and in order to continue to upkeep airport infrastructure and facilities, the transient landing fee will provide the aviation division a funding mechanism to continue support all necessary improvements.

The transient landing fee will be imposed upon all transient aircraft with a maximum certified takeoff weight of 12,500 lbs or greater. The fee of \$1.00/1,000 lbs per landing will be invoiced directly from the aviation division to the aircraft operators. The estimated annual revenue is \$500,000.

Airport/Airpark Rates and Fees Schedule – U.S. Customs User Fees

After conducting a survey of all other airports throughout the U.S. that have an agreement for U.S. Customs user fee services, an examination of current rates and charges at Scottsdale Airport was completed. Several conversations occurred with based and transient operators that frequently use this service, and all have been very please with this amenity at the Airport. This service provides a means to travel from out of the country to the final destination of Scottsdale without having to stop at another designated U.S. Customs location in the U.S. As a result, it save the operator both time and money (specifically, the maintenance and fuel costs).

Currently, U.S. Customs services cost approximately \$110,000 per year, which includes personnel, equipment, overtime (as necessary), and the dedicated telephone line needed for secure communications. In 2001, the City collected approximately \$74,000 in revenue associated with this service. However, the indirect revenues (which is very difficult to quantify) to the aviation enterprise fund far exceed the total cost to operate this service. Indirect costs include fuel flowage fees (each would have to take on substantially more fuel at Scottsdale since the operator had a direct flight from out of the country), transient landing fees, parking fees, and all other indirect economic impacts throughout the community.

The proposed increase in the rates are to assist in recovering the majority of the direct costs associated with providing the service, as well as to charge a more marketable fee in comparison to other airports throughout the country. The proposed increases are outlined in the Airport/Airpark Rates and Fees Schedule. In association with the proposed increase, is to prohibit single/light twin aircraft from arriving after normal business hours. The purpose of the prohibition is to ensure the City does not continue to incur additional fees above and beyond the normal contract amount. The current after-hours fee is twice the amount of the fees outlined per type of aircraft. Charging a user twice the amount for after-hours use in a single/light twin aircraft does not recover the normal operating cost and the additional after-hours charge. The estimated additional annual revenue is \$7,300.

Airport/Airpark Rates and Fees Schedule – Airport Hourly Rate

Charge out rates should be the total cost of labor, overhead and materials to be charged/billed to outside parties for work performed by City staff. These charges may be for special event coverage, damage claims, or other activities, which are not already part of base City services (billable services). Charge out rates may also be helpful in determining costs of City services for benchmarking comparisons, budget, or other work management issues. The City's Financial Services Department prepared the following methodology to be used in calculating charge out costs together with an example. Consistent application of this methodology will help ensure full cost recovery, fairness to those charged, simplicity, and credibility of application.

Personnel Service Costs (labor):

Calculate a cost center hourly labor rate to be applied at a 1:1 ratio for all work performed by staff within the affected cost center(s). By using this method all ancillary personnel service costs are incorporated into one labor rate, e.g., overtime, special pays, admin/supervisor costs, and benefits. Note: since all labor costs are included in this calculation, no further charge/calculation is necessary for overtime, i.e., do not use time and half rate – apply the labor rate at 1:1 ration for all hours worked.

Scottsdale Airport – Aviation Financial Plan Executive Summary

Example: Cost center total personnel service budget \$237,000 salary & benefits
 Divide by number of FTE staff for center /7.5 full time equivalent staff
 Equals average labor rate per staff \$31,600 salary & benefits
 Divide by available/productive annual work hours 1,630 hours per year
 Equals hourly charge out rate for labor \$19.39 per hour rate

Overhead (internal service costs):

Overhead costs are those associated with all non-direct costs which are still necessary for the City to function yet are not directly allocable to a specific service, e.g., payroll, purchasing, legal, risk, fleet, info systems, City exec staff, etc. The rate is in the form of a percentage that should be applied to the total labor costs (see above) for the billable service performed.

Rate to be used for FY 2002/03

14% of total labor costs

All supplies and material costs associated with the specific billable work performed should be charged at the same total cost as incurred by the City. Include all associated expenses, e.g., tax and freight/delivery charges, or other special handling charges.

Total Charges (billed out):

All invoices to outside parties should include the breakdown as described above:

Labor + Overhead + Supplies/Materials = Total Amount Due the City of Scottsdale

Based on the FY 2002/03 proposed budget the following calculation results in the proposed Airport Hourly Rate:

Table II – Airport Hourly Rate Calculation FY 2002/2003	
Aviation Personnel Services Budget	\$669,069
Number of Full Time Equivalents	12
Average Labor Rate per Staff	\$55,755.75
Productive Annual Work Hours	1660
Hourly Charge Out Rate for Labor	\$33.59
City Overhead Charge	1.14
AIRPORT HOURLY RATE	\$38.29

Airport Minimum Operating Standard – Off-Airport Catering Services

Currently, Scottsdale does not have a specific minimum operating standards for this type of service. This service falls under the category of Article 1, Section 1-4, of the Airport Minimum Operating Standards as follows:

“Any activities for which there are no specific minimum standards set forth herein shall be subject to such standards and provisions as are developed by the airport director on a case-by-case basis and set forth in such commercial airport operator’s written lease, license, permit or agreement with or from the city and shall pay the greater of twenty-five

dollars (\$25.00) per month or a monthly aeronautical business permit fee of two and one-half (2 1/2) percent of gross income from the operator's sales of all services."

The restaurant located in the Airport Terminal Building currently remits six (6) percent of gross sales of all aircraft catering conducted at the Airport. In order to prevent an economic disadvantage to any one tenant, a new minimum operating standard was prepared to "level the playing field." Incorporated in the standard is the six (6) percent fee equal to the current restaurant lease. The estimated additional annual revenue is \$15,000.

Airport Minimum Operating Standard – Charter Brokerage Services

This proposed minimum standard would provide more specific requirements for this specialized type of service. Currently, this type of service falls into the category of aircraft management service (Article 7, Section 7-9, Airport Minimum Operating Standards). After reviewing these businesses, it appears that the fees for that specialized service is too burdensome to prevent these operators to continue to be successful at Scottsdale. The new minimum operating standard will provide a more economically feasible fee to allow both Scottsdale receive revenue while not puts these operators out of business. The fee associated with the standard is the greater of \$25 per month or a \$1.00/1,000 lbs certified maximum takeoff weight of the aircraft conducting this service. The estimated additional annual revenue is \$7,500.

Airport/Airpark Rates and Fees Schedule – Fuel Flowage Fee

As a result of the regulatory re-write in 1999, the fuel flowage fee was increased from \$0.05 per gallon to \$0.07 per gallon. Following an extensive review of the local valley airports, it appears that Scottsdale is currently below the average of \$0.08 per gallon. During our annual review of our rates and fees in 2001, and several discussions with the Airport Advisory Commission and Airport/Airpark operators, an agreement was reached to delay instituting a fee increase of fuel flowage until completion of the aviation financial plan. As a result of the findings, an increase to the fuel flowage fee from \$0.07 per gallon to the local valley average of \$0.08 per gallon is proposed. The estimated additional annual revenue is \$70,000.

Five-Year Financial Forecast Summary

As a result of the implementation of the new fees, the Aviation Enterprise Fund will be able to recover all Airport operating expenses. The new fees will allow the Airport to support the capital improvement program, which will maintain and grow airport infrastructure. This is especially important if grant funding for capital project becomes unavailable in future years. Additionally, the new fees will allow the Airport to have a balance that would be used for unforeseen operating and capital projects and in emergency situations. Table III presents a five-year operating forecast.

Scottsdale Airport – Aviation Financial Plan Executive Summary

Table III – Aviation Enterprise Fund Five-Year Operating Forecast ⁽¹⁾

Fiscal Year	<u>2001/02</u> Adopted	<u>2001/02</u> Forecast	<u>2002/03</u> Forecast	<u>2003/04</u> Forecast	<u>2004/05</u> Forecast	<u>2005/06</u> Forecast	<u>2006/07</u> Forecast
Operating Revenues	2,026,534	2,120,534	2,941,019	3,231,435	3,231,435	3,508,985	3,905,592
Operating Expenses	2,120,534	2,120,534	2,310,109	2,489,952	2,693,464	2,922,821	3,181,315
Operating Income(Loss)	(94,000)	-	630,910	741,483	815,521	772,379	724,277
Cumulative Operating Income (Loss) ⁽¹⁾	(94,000)	-	630,910	1,372,393	2,187,194	2,960,293	3,684,569

Source: Aviation Enterprise Fund Five-Year Financial Forecast. See Appendix I.

Note: ⁽¹⁾ This summary does not include Aviation Fund's capital improvement program. See Appendix I.

For a more detailed breakdown of all expenses and revenues including the Aviation Capital Improvement Program, reference Appendix I.

Appendix -I: Aviation Fund Five Year Financial Forecast

**AVIATION ENTERPRISE FUND
FIVE YEAR FINANCIAL FORECAST**

	Adopted 2001/02	Forecast 2001/02	Forecast 2002/03	Forecast 2003/04	Forecast 2004/05	Forecast 2005/06	Forecast 2006/2007
Source of Funds:							
Beginning Fund Balance	\$	\$ -	\$ -	\$ (29,190)	\$ 261,093	\$ (148,686)	\$ (169,007)
Operating Revenues/Transfers In:							
Airport Fee Revenue	1,481,591	1,743,591	,956,019	2,157,399	2,330,265	2,393,061	2,457,598
New Fees: Beginning July 2002	-	-	599,800	611,796	624,032	636,513	649,243
Transfer In:							
General Fund	223,943	55,943	-	-	-	-	-
Amount to be provided for depreciation by grants	321,000	321,000	385,200	462,240	554,688	665,626	798,751
Total Revenues/Transfers In	2,026,534	2,120,534	2,941,019	3,231,435	3,508,985	3,695,200	3,905,592
Use of Funds:							
Operating Expenses/Transfers Out							
Airport Operating Expenses	1,153,279	,153,279	1,267,728	1,316,281	1,366,753	1,419,422	1,473,315
Transfers Out:							
In Lieu Property Tax	72,696	72,696	54,724	59,276	64,856	69,096	76,622
Indirect Cost Allocation	264,461	264,461	254,944	265,652	276,012	286,225	296,815
Fire Support Allocation	215,098	215,098	234,713	251,143	268,723	287,534	301,910
Depreciation Expense-To be provided by grant	321,000	321,000	385,200	462,240	554,688	665,626	798,751
Depreciation Expense-To be provided by Aviation Fund	94,000	94,000	112,800	135,360	162,432	194,918	233,902
Total Operating Expenses/Transfers Out	2,120,534	2,120,534	2,310,109	2,489,952	2,693,464	2,922,821	3,181,315
Operating Income (Loss)	(94,000)	-	630,910	741,483	815,521	772,379	724,277
Capital Projects Related Revenues/Expenses							
Funding Source Available to Support Aviation Capital Projects:							
Federal/State Grants	8,027,477	8,027,477	15,210,800	4,931,600	5,074,700	626,100	682,500
Prior Years Airport Fund - Grant Match	351,000	351,000	-	-	-	-	-
Transportation Privilege Tax	411,000	411,000	75,000	-	-	-	-
Capital Improvement Program (Note 1)	(8,789,477)	(8,789,477)	(15,945,900)	(5,382,800)	(6,300,000)	(1,418,800)	(747,200)
Total Capital Projects Related Revenues/Expenses			(660,100)	(451,200)	(1,225,300)	(792,700)	(64,700)
Net Income (Loss)	(94,000)	-	(29,190)	290,283	(409,779)	(20,321)	659,577
Ending Fund Balance	\$ (94,000) (2)	\$ -	\$ (29,190)	\$ 261,093	\$ (148,686)	\$ (169,007)	\$ 490,569

Note 1: Capital Improvement Program reflects most optimistic grant funding scenario. Actual expenses will not exceed available grant funding.

Note 2: Offset by General Fund transfer.

Source: Forecast was prepared using the Aviation Fund Five Year Operating Budget Forecast, Proposed Aviation Capital Project Expenses by Funding Source Fiscal Years 2002/03 through 2006/07, and Five Year Revenue Forecast prepared by Aviation Division.

**AVIATION ENTERPRISE FUND
FIVE YEAR REVENUE FORECAST**

Description	Adopted 2001/02	Forecast 2002/03	Forecast 2003/04	Forecast 2004/05	Forecast 2005/06	Forecast 2006/2007
Existing Revenue	\$ 1,743,591	\$ 1,956,019	\$ 2,157,399	\$ 2,330,265	\$ 2,393,061	\$ 2,457,598
New Fees Revenue						
Transient Landing Fees	\$ -	\$ 500,000	\$ 510,000	\$ 520,200	\$ 530,604	\$ 541,216
Catering Fees (total 6%)	-	15,000	10,200	10,404	10,612	10,824
Fuel Flowage(.01 cent increase)	-	70,000	76,500	78,030	79,591	81,183
FBO Fee (incorporated above)	-	-	-	-	-	-
US Customs (10 % increase)	-	7,300	7,446	7,595	7,747	7,902
Charter Brokerage	-	7,500	7,650	7,803	7,959	8,118
Total New Fee Revenue	\$ -	\$ 599,800	\$ 611,796	\$ 624,032	\$ 636,513	\$ 649,243
Grant Revenue						
Federal/State	\$ 8,027,477	\$ 15,210,800	\$ 4,931,600	\$ 5,074,700	\$ 626,100	\$ 682,500
Prior Years Airport Fund Grant Match						
Earmarked	\$ 351,000	\$ -	\$ -	\$ -	\$ -	\$ -
Future	-	-	-	-	-	-
Total Prior Year Airport Fund Grant Match	\$ 351,000	\$ -	\$ -	\$ -	\$ -	\$ -

**AVIATION ENTERPRISE FUND
FIVE YEAR FINANCIAL FORECAST
REVENUE PROJECTION SOURCE ASSUMPTIONS
FOR FISCAL YEAR 2002/03 THROUGH 2006/07**

- Transient Landing Fee: estimated \$500,000 in revenue for FY 02/03

Based on the formula below:

185,000 annual operations in 2001 x 50% (landings only) = 92,500 operations x 60% (transient) = 55,500 operations x 30% (aircraft 12,500 lbs or greater) = 16,650 operations x 30,000 lbs (average aircraft weight) = \$500,000 annual revenue.

- Catering Fee: estimated an additional \$15,000 in revenue for FY 02/03

Based on the revenue stream for off-airport catering services (which is currently 2.5% of gross sales resulting in an estimate annual revenue of \$13,000), we estimated that at 6% of gross sales, they would remit an additional \$15,000 in revenue annually.

- Fuel Flowage fee: estimated an additional \$70,000 in revenue for FY 02/03

Based on year 2001 annual total fuel flowage of approximately 7,000,000 gallons, and additional one cent per gallon increase would result in an additional \$70,000 in revenue annually

- US Customs fee: estimated an additional \$7,300 in revenue for FY 02/03

Based on year 2001 total annual US Customs user fee revenues of approximately \$73,000, a 10% increase would result in an additional \$7,300 in revenue annually

- Charter Brokerage: estimated an additional \$7,500 in revenue for FY 02/03

Based on an annual estimate from current operators at Scottsdale Airport of 214 landings and/or takeoffs at a weight of 35,000 lbs (average) per aircraft, this new fee would result in approximately \$7,500 in revenue annually.

- Fiscal Years 2003/04 through 2006/07 revenue projections increases

The above revenue amounts for FY 2003/04 through FY 2006/07 are projected to have a 2% increase each year based on the prior year's revenue amount

AVIATION ENTERPRISE FUND - FIVE YEAR FINANCIAL FORECAST
PROPOSED AVIATION CAPITAL PROJECT EXPENSES BY FUNDING SOURCE (Inflated)
FISCAL YEARS 2002/03 THROUGH 2006/07
(In thousands of dollars)

Budget Source	Project # or Funding Source	grant center #	Project Name	Prior Years	2002/03	2003/04	2004/05	2005/06	2006/07	Total
LEGEND: BOLD TEXT DENOTES CIP REQUESTS FOR FY 02/03 THAT WENT TO CIP COORDINATION COMMITTEE FOR REVIEW. JLOWDEN										
	Aviation Funds	A7008	Airport Gates Upgrade	175.0				163.2		338.2
CIP	Sales Tax	A5001	Airport Land Acquisition	181.0	-	-	-	-	-	181.0
	Aviation Funds		Airport Land Acquisition	210.1	-	-	-	-	-	210.1
			PROJECT TOTAL							
CIP	Aviation Funds		Airport Maintenance Facility			51.5	530.5			582.0
CIP	Aviation Funds		Aviation Noise Exposure Maps	-	31.0	-	-	-	-	31.0
	Grants	37300	Aviation Noise Exposure Maps	-	309.9	-	-	-	-	309.9
			PROJECT TOTAL		340.9	-	-	-	-	340.9
CIP	Aviation Funds		Airport Parking Lot Lighting Upgrades				76.5			76.5
CIP	Aviation Funds		Airport Safety Equipment				185.8			185.8
CIP	Aviation Funds		Airport Terminal Area Renovations		20.0	128.8	84.9	196.7	-	430.3
	Grants	37300	Airport Terminal Area Renovations		-	-	720.0	-	-	720.0
			PROJECT TOTAL		20.0	128.8				
CIP & GRANT	Aviation Funds		Alpha Taxiway Shoulders		27.3	-	-	-	-	27.3
	Grants	37300	Alpha Taxiway Shoulders		245.7	382.1	-	-	-	627.8
			PROJECT TOTAL							
CIP & GRANT	Aviation Funds	A2105	Bravo Taxiway Extension - Airport Grant Match	123.4						123.4
	Grants	37200	Bravo Taxiway Extension - Airport Grant Match		800.0					800.0
			PROJECT TOTAL	123.4						923.4
CIP	Sales Tax	A9903	Cholla Hangar Infrastructure – Grant Match	80.0						80.0
CIP	Aviation Funds		Differential GPS System					393.9		393.9
CIP	Aviation Funds		Disabled Aircraft Removal Dolly			31.8				31.8
CIP	Aviation Funds		Flight Tracking System		163.9					163.9
CIP & GRANT	Aviation Funds		Kilo Ramp Reconstruction-Grant Match				82.0	-	-	82.0
	Grants	37013/37300	Kilo Ramp Reconstruction		955.3					955.3
			PROJECT TOTAL				82.0			
CIP & GRANT	Sales Tax	A2107	Land Acquisition Keekor Parcel - Grant Match	150.0	-	-	-	-	-	150.0
	Grants	37300	Land Acquisition Keekor Parcel - Grant Match		7,642.4					7,642.4
			PROJECT TOTAL	150.0	7,642.4	-	-	-	-	7,792.4
CIP & GRANT	Aviation Funds	A0201	Perimeter Road Improvements - Airport Project	25.5	-	-	-	-	-	25.5
	Grants	37099/37300	Perimeter Road Improvements - Airport Project		214.9					214.9
			PROJECT TOTAL	25.5						

PROPOSED AVIATION CAPITAL PROJECT EXPENSES BY FUNDING SOURCE (Inflated)
FISCAL YEARS 2002/03 THROUGH 2006/07

(In thousands of dollars)

Budget Source	Funding Source	Project # or grant center #	Project Name	Prior Years	2002/03	2003/04	2004/05	2005/06	2006/07	Total
GRANT	Aviation Funds Grants	37300	Utilities - "Keekor" Infrastructure			55.0				55.0
			Utilities - "Keekor" Infrastructure			495.0				495.0
			PROJECT TOTAL	-	-	550.0	-	-	-	550.0
GRANT	Aviation Funds Grants	37300	Maintenance Building			54.0				54.0
			Maintenance Building			486.0				486.0
			PROJECT TOTAL			540.0	-	-	-	540.0
GRANT	Aviation Funds Grants	37300	Design Projects - 03/04			25.0				25.0
			Design Projects - 03/04			225.0				225.0
			PROJECT TOTAL	-	-	250.0	-	-	-	250.0
GRANT	Aviation Funds Grants	37300	Auto Parking Construct - Airport Entrance				53.6			53.6
			Auto Parking Construct - Airport Entrance				1,146.7			1,146.7
			PROJECT TOTAL	-	-	-	1,200.3	-	-	1,200.3
GRANT	Aviation Funds Grants	37300	Pavement Preservation - Runway 3/21 & Taxiway "B"				26.8			26.8
			Pavement Preservation - Runway 3/21 & Taxiway "B"				573.2			573.2
			PROJECT TOTAL	-	-	-	600.0	-	-	600.0
GRANT	Aviation Funds Grants	37300	Runway RSA - Safety Area Improvements				22.4			22.4
			Runway RSA - Safety Area Improvements				477.7			477.7
			PROJECT TOTAL				500.1	-	-	500.1
GRANT	Aviation Funds Grants	37300	Security Equipment - Airport Security				11.2			11.2
			Security Equipment - Airport Security				238.8			238.8
			PROJECT TOTAL				250.0	-	-	250.0
GRANT	Aviation Funds Grants	37300	Apron Reconstruct - "Delta"				44.7			44.7
			Apron Reconstruct - "Delta"				955.3			955.3
			PROJECT TOTAL	-	-	-	1,000.0	-	-	1,000.0
GRANT	Aviation Funds Grants	37300	Buildings - "Keekor" Hangars				100.0			100.0
			Buildings - "Keekor" Hangars				900.0			900.0
			PROJECT TOTAL				1,000.0	-	-	1,000.0
GRANT	Aviation Funds Grants		Design Work - 04/05				7.0			7.0
			Design Work - 04/05				63.0			63.0
			PROJECT TOTAL	-	-	-	70.0	-	-	70.0
GRANT	Aviation Funds Grants	37300	Security Equipment - Airport Security					11.2		11.2
			Security Equipment - Airport Security					238.8		238.8
			PROJECT TOTAL					250.0	-	250.0
GRANT	Aviation Funds Grants	37300	Runway RSA - Safety Area Improvements					11.2		11.2
			Runway RSA - Safety Area Improvements					238.8		238.8
			PROJECT TOTAL	-	-	-	-	250.0	-	250.0
GRANT	Aviation Funds Grants	37300	Design Work - 05/06					16.5		16.5
			Design Work - 05/06					148.5		148.5
			PROJECT TOTAL					165.0		165.0

FISCAL YEARS 2002/03 THROUGH 2006/07

(In thousands of dollars)

Aviation Enterprise Fund - Five Year Financial Forecast

PROPOSED AVIATION CAPITAL PROJECT EXPENSES BY FUNDING SOURCE (Inflated)
FISCAL YEARS 2002/03 THROUGH 2006/07
(In thousands of dollars)

Budget Source	Funding Source	Project # or grant center #	Project Name	Prior Years	2002/03	2003/04	2004/05	2005/06	2006/07	Total
				-	75.0	-	-	-	-	75.0
CIP	Sales Tax		Security Fence Improvements							
				80.0						80.0
CIP	Aviation Funds	A0202	Security Gates Upgrade		109.0	-	-	-	-	109.0
				-	981.0	1,098.6	-	-	-	2,079.6
CIP & GRANT	Aviation Funds Grants	37300	Taxiway Extension & Transient Ramp [Alpha Taxiway]							
			Taxiway Extension & Transient Ramp [Alpha Taxiway]	-	1,090.0	1,098.6	-	-	-	2,188.6
			PROJECT TOTAL							
					11.2					11.2
GRANT	Aviation Funds Grants	37300	Security Equipment non 107/108 - Fencing\Gates\Cameras\Motion Sensors		238.8					238.8
			Security Equipment non 107/108 - Fencing\Gates\Cameras\Motion Sensors	-	250.0	-	-	-	-	250.0
			PROJECT TOTAL							
					31.3					31.3
GRANT	Aviation Funds Grants	37300	Apron Reconstruction - "Corp Jets" Apron		668.7					668.7
			Apron Reconstruction - "Corp Jets" Apron	-	700.0	-	-	-	-	700.0
			PROJECT TOTAL							
					22.4					22.4
GRANT	Aviation Funds Grants	37015/37300	Apron Pavement Presevation - "Delta, CJAC & Terminal" Apron		477.7					477.7
			Apron Pavement Preservation - "Delta, CJAC & Terminal" Apron							
			PROJECT TOTAL							
					17.9					17.9
GRANT	Aviation Funds Grants	37109/37300	Runway RSA - Safety Area Improvements		382.1					382.1
			Runway RSA - Safety Area Improvements	-	400.0	-	-	-	-	400.0
			PROJECT TOTAL							
					26.1					26.1
GRANT	Aviation Funds Grants	37300	Design Projects - 02/03		261.0					261.0
			Design Projects - 02/03	-	287.1	-	-	-	-	287.1
			PROJECT TOTAL							
					200.0					200.0
GRANT	Aviation Funds Grants	37300	EAS Lease Buyback		1,800.0					1,800.0
			EAS Lease Buyback	-	2,000.0	-	-	-	-	2,000.0
			PROJECT TOTAL							
						35.8				35.8
GRANT	Aviation Funds Grants	37300	Apron Reconstruction - "EAS" Apron			764.2				764.2
			Apron Reconstruction - "EAS" Apron	-	-	800.0	-	-	-	800.0
			PROJECT TOTAL							
						26.8				26.8
GRANT	Aviation Funds Grants	37300	Apron Reconstruction - "Keekor" Apron			573.2				573.2
			Apron Reconstruction - "Keekor" Apron							
			PROJECT TOTAL							
						22.4				22.4
GRANT	Aviation Funds Grants	37300	Runway RSA - Safety Area Improvements			477.7				477.7
			Runway RSA - Safety Area Improvements							
			PROJECT TOTAL							
						8.9				8.9
GRANT	Aviation Funds Grants	37300	Perimeter Road Improvements - Airport Project Phase 2			191.0				191.0
			Perimeter Road Improvements - Airport Project Phase 2	-	-	199.9	-	-	-	199.9
			PROJECT TOTAL							
						11.2				11.2
GRANT	Aviation Funds Grants	37300	Check in Security - Baggage Screening			238.8				238.8
			Check in Security - Baggage Screening	-	-	250.0	-	-	-	250.0
			PROJECT TOTAL							